THE BRIE CANAL BREAK.

THE WATER TO BE LET IN ON MONDAY

On Thursday Next Boats to Pass Through.

Details of the Work of Reconstruction.

BUPPALO, N. Y., May 6, 1871. A despatch from the break on the Erie Canal at Fairport says the water will be let in on Monday and that boats will surely be able to pass by Thursday.

The Great Breach-Reconstruction and Riot-Do Toe Many Cooks Spoil the Broth ? AT THE BREACH, May 5, 1871.

The scene presented in the vicinity of the great breach in the Eric Canal since Monday has called forth the most wonderful efforts at descriptive writing from the various "locals" of the country press. ach one seemed determined to outshine his neighbor in the "gorgeous imagery of his imaginings," and each new effort surpassed all preceding at-tempts, till, to-day, the cuiminating point of grandear was reached by a reporter who visited the place, "impelied by a desire to inform the public," and who recognized in his view a State fair minus a tuil assortment of agricultural implements. Be-

fore any great progress could be made in RECONSTRUCTING THE EMBANKMENT was necessary to erect some sort of shelter for the en and horses, to dig wells to supply them with water and to arrange upon the ground kitchens where the food for the former could be cooked. On Sunday forencon a rough stable was constructed, with stalls for fifty horses and a loft for hay. Other and larger shantles were erected the same day. On honday a kitchen was built and steam cooking apparatus brought from Rochester, by aid of which between three and four thousand meals are preparel each day. This is but one establishment in the cating house line; is the largest, however, and is run by Mr. Frank Decker, who has the contract for constructing the new terminus of the Hudson River Railroad through Mott Haven to the Union HIS DINING HALL IS A TENT.

the dimensions of which are 80 by 180 feet. On one side a frame has been constructed containing berths. They are arranged in three tiers, one over the other, and are six feet wide and six faches deep, with a dividing board and filled with straw. Near this tent are half-a-dozen shantles used as storerooms and sleeping places for the men, and one exhibiting through its wide, open door the lighted forge and completely fitted interior of a blacksmith shop, which was built and in working order in four bours. A number of small tents are huddled about the vicinity, and some distance across is a large one, 80 by 130 feet, used as a stable. contains nine rows of stalls, with floored passage ways between, in which the drivers sleep at night on bundles of hay. Sull further toward the north and in the opposite direction other tents are pitched, and as you pass them you read on a bit of a shingle or barrel head, in sprawing characters, "Boarding." All these are in the meadow, into which the water was bound through the breach, and are thirty teet below the level of the canal. Ascending the muddy embankment and crossing a hastily-constructed bridge you ind on the left a tent occupied by the State officers. Here are to be found Mr. Dan. Richmond, the State Engineer; Mr. Charles Daniels, the division Superintendent; Mr. Kigney, the section superintendent, and Mr. Frank Lord, who, with three assistants,

"KEEP'S THE TIME" FOR THE STATE.

Here, too, nearly every day you may meet the Compiroller and members of the Canal Board, who seem to have moved their headquarters here from Albany, though what good they can possibly do it is difficult from the aspect of affairs to understand. The contractor, Mr. Selve, now advanced in years, is on the ground from early morning till midnight and supervises the work at different points in person, showing the same spirit he exhibited when in the House of Representatives he told the assembled wiseacres of the land that he

"WAS A BLACKSMITH, an uncommon good one, and that he had hammered passage ways between, in which the drivers sleep at

ample funds and a thorough knowledge of the task to be performed and how to do it. Mr. Richmond, the Engineer of the State, and Mr. Daniels, the Su-permitendent of the division, were on the ground, as duty required them to be, to see that the work was performed according to the requirements of the state, and Mr. Lord, of Governor Hoffman's staff, with his corps of assistants, was on hand to see that the State was not cheated. Of what possible ser-

the state was not cheated. Of what possible service any more formidable "watch on the Canal" can be, may appear plain only to those "who know how it is themselves." Considerable muttering is heard in different quarters (though not from the contractor), and interesting revelations in political

how it is themselves." Considerable muttering is heard in different quarters (though not from the contractor), and interesting revealations in political economy may yet be made here.

Your reporter yesterday interviewed Superintendent Daniels, who gave the following facts:—There are three general divisions of the canals of the State. The Eastern includes the Champiain Canal (three sections), the Black River Canal (two sections) and five sections of the Eric Canal. The Middle division consists of five sections of the Eric Canal and the Cheming, Chenaugo, Oswego and Seneca canals, the first of which has three sections and the others two each.

The Western division includes four sections of the Eric Canal, from Civde to Buffaio, and the Genesec Valley Canal (four sections). Mr. Daniels has supervision of the last division. He states that this is UNDOURTEDLY THE LARGEST BREACH that has ever occurred in the canal, yet he thinks that had the weather been favorable at has rained more or leas every day, with the exception of Wednesday), the work would have been nearly completed by Sunday next, and at a cost of nor more than \$40,000. The great breach at Bushnell's Basin, referred to as the Great Embankment breach in my letter of Sanday last, cost to repair \$125,000. This was under Jacob Heins as Commissioner, and by the then laws of the State he was empowered to pay land damages. It cost the State to repair the breach of 1865 a few yards from the present one, and under the same contractor) between \$00,000 and \$70,000. Land damages were included in this. If the State can do the work now, through Mr. Selve, for \$40,000, they the officials are doing better than they are in the habit of doing.

THE RIOT

The Riot

The Riot part of the state in the habit of doing.

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The mon have contended in this. If the State can do the work now, through Mr. Selve, for \$40,000, they the officials in the habit of doing.

The mon have received two dollars and a half per day for labor and teams were mad for

One Thousand Men at Work on the Ox Bow Brenk-Another Attempted Strike Frustrated-Repairs to be Completed by Tuesday Next-Target Match Among the Military.

FARFORT, May 6, 1871.
One thousand men and two hundred and twelve teams went to work promptly this morning, the teams, as usual, working very hard, and the men doing little, or, as they term it, "sojourning," and a little before poon a small body of laborers stepped work and went in a body to Contractor Seiye's office, where they were promptly paid and discharged. They then began to talk loudly of a strike, eaying that no men or teams should work while the soldiers were present. They made several ineffectual efforts to attract the men who remained in the works to their IBnks, but the guard along the line was doubled and such a disposition of the re-maining forces made as to induce them to abandon the attempt, and they soon left the scene. They have not since returned, and the mass of the menhave kept their places in the line, and are shovelling more briskly than before the interruption took

the repairs among the laborers, and they are supported by the laborers of the vicinity, who feel the propriety of making hay while the sun shines. Mr.

Dan Richmond, the State Engineer, has been on the ground almost continuously since the 29th uit., and in an interview with the Herald reporter to-day he said that 6.000 yards more of earth would bring the embankment to a level with the bottem of the canal. He thought that 15,000 yards would so far fill the gap as to admit of the letting in of the water, and hoped that Tuesday might would witness its completion to that extent. No absolute estimate could be made of the cost of reconstruction, but the labor bill would probably be covered by \$40,000. Mr. Charies Daniels, the division superintendent, made a similar statement. Contractor Selve, who has kept a sicepless vigilance, has, indeed, accomplished a herculean task—endorsed the opinion of the Engineer, and added that it would require at least five days from the letting in of the water before navigation could be opened. This would be necessary from the fact of the care required by the condition of the newly built banks, and for the reason that there is little or no water in the canal between this point and Montezuma. Mr. Fay was the only one of the Commissioners at Lord's, the State tent, this afternoon.

A pole was raised to-day and a fing hoisted in front of the camp of the National Guards, in honor of its christening as Camp Selve. A target match occurred in the afternoon between the two companies—Company D and the Selve Guard, in which the former won the prize, a silver pitcher, salver and gobiets, presented by Mr. W. Selve.

To-night twenty additional men belonging to the companies now on the ground came down from Rochester. Thousands of visitors are expected from that city to-morrow (sunday), and the boys are making every exertion to look brave and bright to receive them. Rumors of an intended attack are again circulated at eight o'clock to-night, but are probably groundless.

CARD FROM JEM MACE.

EAST NEW YORK, May 6, 1871.

TO THE EDITOR OF THE HERALD:—

I am deeply pained to learn that some evil and designing persons, during my absence in the country, taking advantage of the sad death of Coburn's wife, have attempted to injure me in the eyes of the public. These would-be crafty individuals, since the affliction which has befallen my intended opponent in the ring, and before his arrival in the city on Friday, industriously circulated the report that I

nent in the ring, and before his arrival in the city on Friday, industriously circulated the report that I would oppose a postponement of the contest for the heavy weight championship, and thus force Coburn to appear in the ring with the scenes of the death chamber yet lingering upon his mind. To those who know me it is unnecessary to contraduct this designing story, but to the public I owe an explanation that is at once frank and sweeping.

The story is soon told. Upon receiving the intelligence that Mrs. Coburn had died suddenly my agent, Mr. James Cusick, knowing my feelings, and fully assured by his intimacy with me that I would not countenance any action in the premises that smacked of the heathen, and that he would anticipate my wishes in the delicate treatment of the sudden bereavement, despatched a trusty messenger, a gentleman, to advise with Coburn in the matter. He did so, and Coourn at once assured him, without much consideration, it is true, that he did not desire a postponement. My representative suggested that be had better reflect, and, giving him until evening to decide, retired. About seven o'clock the veroal answer came, the substance of it being that he (Coburn) did not wish the fight to be put off and would be on hand at the time named. This was after six hours' reflection. Thus, you will note, that instead of refusing a postponement of the match I obeyed the dictates of humanity and tendered Coburn not only my sympathy, but placed in his hands the power of putting of the contest, Could I do more? Let the public decide, and iet the knaves who would attempt to injure me answer. Yours, very respectfully. to injure me answer. Yours, very respectfully,

SPARRING EXHIBITION.

Complimentary Testimonial to Arthur Chambers, Light Weight Champion of England-Pleasant Reception and Capital Glove Eu-

The compilmentary exhibition to Arthur Chambers at Professor Clark's, West Houston street, last night, proved an ovation. Long before the hour of commencing the amusement the hall was densely crowded, and when the first set-to was commenced there was not breathing room. Chairs and tables were provided, but the dense mass of humanity covered them so completely and instantly, that it Charles Daniels, the division Superintendent, Mr. Rigney, the section superintendent, and Mr. Frank Lord, who, with three assistants,

"KEEPS THE TIME" FOR THE STATE.

Here, too, nearly every day you may meet the Comptroller and members of the Canai Board, who seem to have moved their headquarters here from Albany, though what good they can possibly do it is difficult from the aspect of affairs to understand, and supervises the work at different points in person, showing the same spirit he exhibited when in the House of Representatives he told the assembled wiscacres of the hand that he will be an undommon good one, and that he had hammered his way to Congress." While he sees that the work is properly performed, his son, Mr. W. W. Selye, attends to the financial transactions, among other things the paying of the men, numbering altogether some fifteen hundred. There seems to be a clashing of interests in some points. The contract was let under the laws of 1805, and by it Mr. Selye is bound to repair the damages, while the State is bound to repair the damages, while the State is bound to repair the damages, while the State is bound to repair the damages, while the State is bound to repair the damages, while the State is bound to repair the damages, while the State is bound to repair the damages, while the State is bound to repair the damages, while the State is bound to repair the damages while the State is bound to repair the damages while the State is bound to repair the damages while the State is bound to repair the damages while the State is bound to repair the damages while the State is bound to repair the damages while the State is bound to repair the damages while the State is bound to repair the damages while the State is bound to repair the damages while the State is bound to repair the damages while the State is bound to repair the damages while the State is bound to repair the damages while the State is bound to repair the damages while the State is bound to repair the damages while the State is bound greeted the glove contest, and atmough it was quite publinged, the speciators did not tire. There was much to appliand. It was a meeting long looked for and now satisfactorily settled, as it seemed that the audience were convinced that in the set-to Chambers was the better man with the gloves. They retried perspiringly, and the show broke up. Ned O'Baldwin and George Rooke were present.

RAILROADING IN ARKANSAS.

Delights of Railroad Travel in the Arkansas Swamps-An Excursion Train Thrown Into Ten Feet of Water-Narrow Escape of Pas-

An accident on the Little Rock Railroad last night eopardized the lives of a party of excursionists. About two miles east of Madison the trestle of a bridge had become impaired by the flood and the engine of the train plunged into the water. A proken rail ran through the baggage car tearing up the flooring and throwing the car off into the water. Every car but the rear one was thrown off, and the train narrowly escaped going into ten feet of water, in the swamp. The escape of the passengers from death was almost miraculous. They reached here this morning, having spent the greater part of the night in the cars surrounded by water.

BOAT BACE AT THE NAVAL /CADEMY.

ANNAPOLIS, May 6, 1871. A boat race came off at three o'clock this afternoon between the St. John's College crew and a picked crew of the midshipmen at the Navat Academy Although it was raining very hard, there was a large attendance of ladies and gentiemen. The distance was three miles. Time of the midshipmen, 20 mi-nutes and 18 seconds; time of the St. John's, 21 mi-When in the middle of the Severn river the St.

John's boat broke an oar, which gave the race to the midshipmen.

LONDON MONEY MARRET.—LONDON, May 5-2 P. M.—Consols closed at \$6% for money and \$5% a \$6% for the account. American securities quiet and steady. United States invertwenty bonds, 1862, 90%; 1895, old, 90%; 1897, \$2%; 1897, old, 90%; 1897, old, 90%; 1897, old, 90%; 1898, old,

SHIPPING NEWS.

Almanae for New York-This Day.

Sun rises..... 4 51 | Moon rises....eve 11 36 Sun sets. 7 03 | High water . morn 11 12

OCEAN STEAMERS.

DATE OF DEPARTURES FROM NEW YORK POR THE MONTHS OF MAY AND JUNE. Sails Destination.

Colorado... May 10 Liverpoot 29 Broadway.
Chy of Brook'n. May 13 Liverpoot 15 Broadway.
Columbia day 1 Giasgow 7 Bowling Green
Lafayette May 10 dayre. 85 Broadway.
Augita. May 20 Giasgow 7 Bowling Green
Asyria May 27 dasgow 7 Bowling Green
Oceanic June 3 Liverpoot 19 Broadway.
St. Laurent. June 5 Havre. 55 Broadway.

PORT OF NEW YORK, MAY 6, 1871.

Steamship City of Washington (Br), Jones, Liverpool-J G amship Algeria (Br). Le Messurier, Liverpool-C G Franckiyn.
Steamship Manhattan (Br), Forsyth, Liverpool—Williams
& Guion.
Steamship Holland (Br), Bragg, Liverpool—National
Steamship Co.
Kteamship Lotia (Br), Munro, Glasgow—Henderson Bros.
Steamship Donau (NG), Ergst, Bremen—Geirichs & Co.

Steamship Tillie, Partridge, Galveston via Key West—C H Mallory & Co. Steamship Lodona, Hovey, New Orleans—C H Mallory & on.
Steamship James Adger, Lockwood, Charleston—H R.
Jorgan & Co. Morean & Co.

Steamship Beneractor, Jones, Wilmington, NC—Lorillard

Steamship Co.

Steamship Geo B Upton, Roberts, Norfolk, City Point and
Richmond—Washington & Co.

Steamship Wyanoke, Beurne, Norfolk, City Point and
Richmond—Old Dominion Steamship Co.

Steamship E C Knight, Johnson, Georgetown, DC—G B

Merrick.

mann.
Bark Bertha Rod (Nor), Rod, Aarhaus (Denmark)—
Funch. Edye & Co.
Bark Kosmos (NG), Wiericha, Breman—Fredk Schwoon.
Brig Trianio (Ital), Cacace, Odessa—Slocovich & Co.
Scur J C Libby, Libby, Point a Petre, Gund—C C Loud & Co.
Brig G W Morris (Br), Morris, Antigua—G Wessels.
Brig Harry & Aubrey (Br), Briggs, Barbados—T T & F A
Dwight & Co.
Brig Jabez (Br), Whittier, Hampton (Bermuda)—Duncan len Hastings (Br), Aubrey, St John, NB-P I Ne-Schr Heien Hastings 187, Packham, St John, NB-P I Schr W K Chapman (Br), Packham, St John, NB-P I

Joughton.
Scur Rosalie (Br), Cleare, Harbor Island—Jos Encas.
Schr Robt Myham, Sweezey, Nassau—B J Wenberg.
Schr Sarah Bernice, Proctor, Muquash—Jan Murray.
Schr Anna M Dickerson, Dickerson, Indianola—Evans, Ball Co. Schr Annie Borland, Voerhis, Cedar Keys-Van Brunt & Singht. Schr Ella Travers, Bulger, Charleston—Bentley, Miller & Co. Schr Anna Turner, Nerney, Wilmington—Wm Chalmers, Schr Frank Waller, Brewster, Richmond—Van Brunt Schr Frank Walter, Brewster, Richmond-Van Brunt & Slaght. Schr Jamestown, Brown, Richmond-Van Brunt & Slaght. Schr J H Lockwood, Sharrett, Richmond-Van Brunt & Blacht J H Lockwood, Sharrett, Richmond-Van Brunt &

Schr J H Lockwood, Sharrett, Richmond—Van Brunt a Bight.

Schr Wave Crest, Davis, Georgetown—Rackett & Bro. Schr Bengal, Hatch, Salem—A W Ropes & Co. Schr Bengal, Hatch, Salem—A W Ropes & Co. Schr Den Georgetown—S W Lower & Co. Schr Den Georgetown & Frondence—H W Jackson & Co. Schr Den Georgetown & Frondence—H W Jackson & Co. Schr Den Georgetown & Honorou.

Schr Dark, Wilhams, Stamtorou.

Schr Neille Bloomfield, Hobbus, Stamford.

Sloop Rearchus, Young, New Haven—Rackett & Bro. Sloop Cornella, Norton, New Haven—Rackett & Bro. Sloop Cornella, Norton, New Haven—Ferguson & Wood. Canal boat M Hart, Haines, Oswego, Steamer E N Fairchild, Trout, Philadelphia.

Steamer Bristol, Wallace, Philadelphia.

Steamer Bristol, Wallace, Philadelphia.

Steamer C Comstock, Drake, Philadelphia.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.

Steamship Abyssinia (Br), Halnes, Liverpool April 25, via Queenstown 25th, with mdse and passengers to C G Francklyn. May 1, 2 PM, lat 45 26. Ion 41 04, passed ship Mary Menchester, bound W; 4th, 645 PM, lat 41 31, lon 50 48, a North German steamship, bound E; 6th, 2 PM, 20 miles E of Sangy Hook, bark Jenny, bound W.

Steamship Wilmington, Cole, Galveston April 28, Key West May 1, with mdse and passengers to C H Mailory & CO. Experienced thick weather and NE winds from Hatterns up; thinst, Little Egg Harbor NW 8 miles, spoke ship O Strickland, of Bath, from Liverpool for New York; same time brig Victoria, of St John's, for Havana for New York.

Steamship General Meade, Sampson, New Orleans, April 29, bar the same day at 6 PM, with midse and 42 passengers, to Fred Baker. Had fine weather the entire passage, 6th inst. off Barnegat, spoke bark Netherston, bound to New York.

inst, on Barneja, spote var Retaired.

Steamship Zodiac, Nickerson, Richmond, City Point and
Norfork, with mass and passengers, to Washington & Co.

Steamship Fanita, Doane, Philadeiphia, with mase, to the
Lorillard Steamship Co.

Ship Helene (Nort, Samuelson, Livercool, 60 days, with
mass, to Frank Edye & Co. Came the Southern passage and
had moderate weather. moise, to Frank Edye & Co. Came the Southern passage and had moderate weather.

Ship Fleetford (of Portsmouth), Stover, Liverpool, @ dava, with in disc to Chase, Tabot & Co; had beavy westerly gales the entire passage; been 18 dava W of of the Banks.

Ship Great Western, Lewis, Liverpool, March 22, with merchandles and 291 passengers, to C H March 21 arch 22, with merchandles and condeath, infant. The Great Western has experience very bad, changeable weather for the season; N 18 E, 35 miles distant, was run into by the ship Carrle Reid, of Boston, she carrying awar our jibboom and all head gear; springing the bowspirt and staving in thin whole of port bow, exchanged signals with several steamers on the passage, names unknown.

or boston, an earrying away our problems and an least gar's springing the bowspit and staving in the whole of port bow, exchanged signals with several steamers on the passage, names unknown.

Ship Casildo, Robinson, London 63 days, with mise, to those Dunham's Nephew & Co. Was 30 days to the Banks with a continuation of heavy wasterily gales. April 35, iat 39 is N, to 61 20 W, spoke brig Como hence for Gibraltar 3 days out. No date, lat 38 4 io 10 306, ship Neptune (NG), from Robils for Liverpool. Off Nantucket whaling brig Faicon tof Sam), with 60 bils of bound in to Boston.

Ship Casildon, bound in to Boston.

Ship Nation of the John of the Same London Jan 22, via Queen down Male Chip, bound in to Boston.

Ship Expounder (Br., Journey, London Jan 22, via Queen down Male Chiphaip.

Ship Expounder (O Boston), Crocker, Cardiff, March 20, with railway iron to order—vessel to Master. Had fine easterly winds up to lat 42, long 43 W; April 4, took a beavy gale from W to WNW for several bours, blowing a hurricane; ith, had another beavy gale from Nw to 8W, whiten lasted 45 hours; 16th, heavy gale and hurricane from WNW; split sails, stove bulwarks, forward house, batch house and waier casks; heavy gales continued up to April 28, then took light and variable winds; arrived off the lightship May 8, with strong easterly winds up to the Banks; from thence 14 days, with moderate weather.

Bark Clevedon IBr.), Hughes, Iquique, 34 days, with nitrate of sods, to order—vessel to master. Passed Cape Horn March 9 and crossed the equator April 21, in lon 25 50 W. Had heavy gales from W W to S W from the Cape to River La Piata; since fine weather.

Bark Rosamond (Br., Mardon, Liverpool 48 days, with railway it on to order. Vessel to Wendt, Tetens & Bockmann.

Was 11 days in the channel, with heavy westerly gales. Then took the southern passage and had a from weather May 3, 123 miles S E of Sandy Hook, spoke brig Virginus, hence for Marchinge.

Was II days in the channel, with heavy westerly gales. Then took the southers passage and had fine weather. May 3, 125 miles S E of Sandy Hook, spoke brig Virgunia, hence for Martinique.

Bark Hagin (Nor), Olsen, Cardiff, 50 days, with railway from to order, vessed to Wendt, Tetens & Bockmann; came the northern passage and had heavy westerly gales; been 30 days west of the Banks.

Bark Jenny Russ, Snellman, Leith, 46 days, with coal to the Metropolitan Gas Company—vessel to order from March 29—bad terrific gales from south around by west to N W up to April 15, April 5, in a beavy south, sprung runder head; 45 billion of 450, sing Profession of hound west; 4th.; 40 Billion 68 46, steamsing Sectis, hence for Liverpool.

Berk Keystone (of Boston), Perry, B redeaux, March 8, and disclarged pilot 18th, with under to Daniel H Smout & Sonswessel to resister. Was 12 days to lon 40 W, with time weather; from lon 40 to 46 W was II days to lon 40 W, with time weather; from lon 40 to 46 W was II days to lon 40 W, with time weather; from lon 40 to 46 W was II days to lon 40 W, with time weather; from the Grand Banks light winds and toggy weather.

Bark Clara (NG, Probit, Bremen, 28 days, with misse and M9 passeners, to F Schwoon. Came the northern passage and had strong westerly gales; int 44, lon 48, saw a large quantity of techergs; had one death among the passengers, an infant.

Bark Milicete (Br), Pittman, Bremen Haven, 53 days, with nodes, to J W Eiwell 4 Co. Came the northern passage and had strong westerly gales; iot foresall and foretopsall; been 18 days west of the Banks.

Bark Malvina Sohuit (NG), Schultze, Hamburg, 45 days, with petroleum barrels to order. Had moderate easierly winds up to lon 60 W since SW and NW gales; been 27 days with petroleum barrels to order.

Bark Argonaut (NG), Steengrafe, Bremën, March 34, with misse and 60 passengers, to Hermann, Koop A col Took the passage about north; massed Fair Island April 9, and had noderate weather; crossed the Grand Banks between the 18 to 10 to 10 to 10 to 10

35 50, 10n 65 20, spoke schr Henry Parker, hence for Demerara.
Schr E H Hatfield (of Provincetown), Eldridge, Porto Cabello 24 days, with coccannis to E Crowell. Had fine weather; left no vessels in port.
Schr Henry Middleton, Brower. Eleuthera, 8 days, with pineapples, to James Douglas & Son—vessel to master.
Schr Mary S Lout, Simmons, Baracoa II days, with fruit to G & T Pearsall—vessel to Rever, Osborne & Co. 2d inst, off Fortune Island, leach rope of mainsail parted and spiti sail right across: had fine weather up to Hatteras; has been 6 days north of that point with easterly winds and variable weather, with dense fog for the last 2 days; th Inst, spiti jib. Schr J J Clark for Glaucester), Des. Nassan, NP, via Eleuthera, 6 days, with pineapples, &c., to James Douglas & Son—vessel to master. May 20, off Eleuthera, spoke schr Serene, from Baltimore, bound in.
Schr A V Streaker, Van Gideer, Jacksonville, 8 days, with veilow pine to the New Haven Sawmill Co, where she is bound.

vellow pine to the New Haven Sawmill Co, where she is bound. Schr S J Gilmore, McDomald, Jacksonville, 7 days, with imber, to Jackson, Russell & Co-ressel to master. Been 5 days north of Hatteras, with E and NE winds; May 1, lat 34 lb, lon 76 lb, saw a large can buoy adrift, painted black und marked No. 1.

Schr Sparking Sea, Valkenberg, Jacksonville for Hartford, 7 days, with yellow pine to New Haven Steam Sawmill Co: vessel to Beotley, Muler & Co. Been 6 days north of Hatteras with strong constrip winds and thick weather.

Schr Jed Frye, Langley, Branswick, Ga, 8 days, with tumber to T M Maybew-vessel to Jed Frye & Co. Been 4 days north of Hatteras, with light winds and fog.

Schr David Babecek for Stockton), Colcord, Savannah, 7 days, with lumber to Wilder & Son-vessel to Winchester & Town, April 30, of Hatteras, saw brig Ellen Maria bound south.

Town. April 39, off Hatteria, saw brig Euch Maria bruinsouth.
Senr I S Ingraham (of Rocklandt, Packer, Satilla river,
Ga.? days, with humber, to I S Ingraham & Co. Had strong E
and Nr. winds.
Schr Anthony Killey, Somera, Virginia.
Schr Hattie Lowe, Sherer, Virginia.
Schr J A Sheppard, Somera, Georgetown, DC.
Schr I I Pharo, Seper, Georgetown, DC.
Schr I B L Sherman, Small, Georgetown, DC, for New
Haven.

Sebr B L Sherman, Small, Georgetewn, DC, for New Haven.

Schr A E Martin, Buell, Battimore for Fall River,
Schr Ailee B, Ally, Battimore for Boston. May 5, off Absecum, fell in with brig Omega for Sydney, C B), Capt Kerr,
from Sagua for New York, full of water and boats stove;
from Sagua for New York, full of water and boats stove;
took captain and crew, 3 in number, off and brought them
to this puri.

Sebr Win O Irish, Carroll, Philadelphia for Providence.
Schr Mun O Irish, Carroll, Philadelphia for Boston.

Schr D Davidson, Smith, Philadelphia for New Haven.
Schr Laura (of Bucksport), Roberts, Bangor 4 days, with
lumber to k P Buck & Co.
Steamer Relief (wrecker), Walcot, from the wreck on
Brigantine Shoals, and reports her as lying on her broadside
and broken up.

and broken up.

The ship Plymouth Rock, Warner, from London and Isle of Wight, which arrived 5th inst, has 25 passengers, and reports has had a succession of heavy W gales since April 1. April 16, lat 43 ion 42 36, passed the stern frame and about forty feet of the keel of a vessel; 19th, lat 45 55 ion 45, passed an iceberg. Was up to the lightship on the 4th inst, and was obliged to haul off shore again on account of the heavy ME storm blowing at the time, with dense fog.

Pussed Through Hell Gate.

BOUND SOUTH.

Schr Frank, Randall, Machias for New York, with lumber to Simpson & Clapp.

Schr Freestone, Eider, Portland, Me, for Hoboken.

Schr Mary Langdon, Bennett, Rockland for New York, with lime to J R Browne & Co.

Schr Chas Hawley, Hawley, Pawiucket for Georgetown, DC. Schr J McHenry, Smith, New Haven for Philadelphia.
Schr K H Huntley, Davis, Boston for Rondout.
Schr K H Huntley, Davis, Boston for Rondout.
Schr Congress, York, Portland for Baltimore.
Schr Sar Smith, Smith, Greenwieh for Elizabethport.
Schr SJ Raynor, Raynor, Pawtucket for Georgetown, DC.
Schr Mary Natt, Barker, New London for New York.
Schr Joseph Rogers, Dickens, Portland, Ct, for New York.
Yacht Orlon, —— Bristol, RI, for New York.
Yacht Orlon, —— Bristol, RI, for New York.
Steamer Gaistea, Nye, Providence for New York, with
moise and passengers to Isaac Odell.

BOUND EAST.

Brig Ella, Mackey, New York for St John, NB.
Schr A Tyrell, Atwood, Philadelphia for Newburyport.
Schr Henrietts, Linden, Philadelphia for Mystic.
Schr Hannah Willets, Fish. Woodbridgs for Boston.
Schr Baltimore, Lander, Newark for New Haven.
Schr Id Hudson, Keeler, New York for Boston.
Schr Emma L Gregory, Thorndyke, New York for Boston.
Schr Emma L Gregory, Thorndyke, New York for Boston.
Schr Emma L, Gregory, Thorndyke, New York for Boston.
Schr Minquas, Arey, New York for Providence.
Schr Minquas, Arey, New York for Povidence.
Schr Minquas, Hutchins, Albany for Boston.
Schr Alida, Lombard, Albany for Salem.
Schr Geo H Whistier, Jr, Crosby, Albany for Salem.
Schr Sunnyside, Nikon, Albany for Hartford.
Schr Flyaway, Keily, Rondout for Lynn.
Schr Caroline & Cornelia, Crowley, Poughkeepsie for Schreffe. BOUND EAST.

nerset.
Ship Orpheus, Smith, New York for Boston.
Schr H S Odell, Harrey, Elizabethport for Stamford,
Schr H Goldthwaite, Osgood, Jersey City for Dennis,
Schr Wm L Peck, Bunce, New York for Hartford.
Steamer United States, Davis, New York for Providence.
Steamer Gaiatea, Nye, New York for Providence.

WHITESTONE, LI. May 6—7 PM.
Most of the shipping which remained in the different harbors along the coast in this district on account of the heavy
weather for the past few days got underway this AM, and
are now proceeding. Wind SE, with rain. SAILED.

Steamships Algeria, Manhatina, and City of Washington, for Liverpool; Donau, Bremen vi Southampton; India, Glasgow; Lodona, New Orleans; ssippl, and George Crumwell, do; Tillie, Key West and George R Upton, do; Charleston; Wyanoke, Richmond, &c; sorge R Upton, do; Benefactor, Wilmington, NC; E C Knig. Alexandris; Fanita, Philadelphia; Gulf Stream, Savannah; San Jacinto, do.

BRIG R S HASSELL (of Belfast, Me), Clifford, from Liver-pool Feb 17 for Cardenas, put into St Thomas 22d ult in dis tress, baying been dismasted.

tress, having been dismasted.

BRIG "ELIZA HUNTER" (reported American), from Charleston for London, foundered in lat \$4, lon 62 45. Crew saved by schr Emma, of Lunenburg, NS, and arrived at Antigua 20th ult. (The above despatch from Kingston, Ja, is useless, as the all important part—the name of the vessel—is

Omega, of Sydney, Cape Breton:—On the 29th day of April weighed anchor at the port of Sagua, Cuba, bound to New York with a cargo of 503 hhds and 50 tierces of sugar Vork with a eargo of 503 hids and 50 tierces of sugar consigned to Messre Rubris & Co. Had fine weather and SW winds up to the latitude of 35 N; on the 2d of May, wind E, entered into a dense fog which lasted for five days; on the 4th, at noon, judged by the soundings to be east of Absecom about 14 or 15 miles off abore, steered NNE for Sandy Hook, and at 5 A M of the 5th the vessei struck on a reef, wind SE, and at high sea running; at daylight the sea was making a clear breach over her, the hatches bursted off and the hold rull of water. When daylight came could not see this and or any part of the shore, and the vessuants has the sum of the shore and the read of sand the not rull of water. When daylight came could not see this and or any part of the shore, and the read of the shore and the read of the shore, and the read of the shore and the state of the shore and the read of the shore and the read of the shore and the read of the shore and the see that the same of our cothes and chronometer, but it was full of water; so we got in the boat and nuiled out to sea; wind SE; raining and thick fog; at 10 A M sighted a vessel, which proved to be the schr Ailce B, of Barnstable, Capit Ally, who took us on board, treated us kindly and brought us into this port, saving nothing but what we stood in. As near as I can judge by where Capit Ally placed himself when I got on board of him, the wreck of the Omega lies on Hereford Reef. [The Omega was four years old and owned by Archibald & Co. of Sydney, Cis.]

BARK TROPIG BIRD (of Yarmouth, NS), Durkee, from

BARK TROPIG BIRD (of Yarmouth, NS), Durkee, from Cuba for Boston, has been wrecked on Colorado Reef.

BRIG H F EATON—The following is the report of Captain Reed, late master of the brig H F Eaton, of Calata, Me, from Middlesborough for Baltimore, before reported abandoned:—Sailed Febl3, experienced gales of wind, with heavy seas, which caused the ship to labor, strain and leak badly; washed boais and everything movable off decks; on the 5th of April, lat 38 90 N, too 56 W, spoke the ship Importer, of St John, NB, Cantain Durham, from Mobile for Liverpool; asked him for a boat, which he sent on board, for which I had to give \$200; he said that he would not let me have the boat without giving that amount; from that time up to the 11th instencountered fearful heavy gales of wind, with high cross seas, which caused the ship to leak very bady; stove bulwarks, tore up waterways from the fore to main rigging on starboard side, carried away booby batch, skylight and binnacle, losing my last compass and breaking to pieces the boat I got from the Importer, diling the cabin and causing the ship to leak so badly that on consultation it was deemed necessary to bear up for Fayal, it being the nearest port, the crew being exhausted from continued pumping, the water increasing 6 inches every 24 hours, the ship retting very low in the water. On the 11th sighted a vessel, it blowing very hard at the time and a heavy cross sea, and no nossibility of saving the ship, there being 2 feet 6 inches water in the hold, and gaining on the pumps every hour, resolved to abandon the ship. Accordingly, made signais of distrers, on seeing which the vessel bore down for us. She proved to be the bark Cuercro, of Bristol, Capt Kelley, from Bennos Ayres for Queentsown. On seeing our position Capt Kelley, the officer and crew return our sincere thanks to Capt Kelley, the officer and crew return our sincere thanks to Capt Kelley, the officer and crew return our sincere thanks to Capt Kelley, the officer and crew return our sincere thanks to Capt Ke out a boat to save himself.

BRIG MAGGIE (of St John, NB), from —— for Cuba, with a carge of shocks, got ashore on Orenge Cays April 25; was got off by avaistance from wrecking vessels, and proceeded on her voyage. The wreckers received a draft for \$1,000 for their services. (Srig Mangle, Capt Gray, cleared at St John, NB, April 5 for Cardenas.) NB, April 5 for Cardenas.)

BRIG HANNAH G (Br., Smith, at Portsmouth, NH, 4th Inst from Ardrossan, reports:—Experienced very heavy weather; was in a hurricane from April 2 to 5th, with strong westerly and southerly winds the entire passage; lost main boom, drew chain boils, and saven boats with difficulty. Capt Smith reports the roughest passage he ever experienced.

Capt Smith reports the roughest passage at ever caperienced.

SCHE MARY A ROWLAND, Coombs, from Bangor for Middietown, which arrived at Newport did inst, reports that he
was run late on the 2d, on Nantucket Shoals by schr L D
Sargent, of Segwick, and had starboard quarier stove;
damage to the L D S unknown.

SCHE SARAH HALL (of Winterport, Gilmore, from Mobile
for Havana (before reported as the Sarah), sprung a leak off
Tortugas, and was towed into that harbor, where she sunk
April 2M. She was stripped of her rigging and materials by
government schr Matchiess, which took it to Key West.

government schr Matchiess, which took it to key west.

ATLANTIC CITY, NJ, May 6—The brig reported ashore on
Brigantine Beach has gone to piecees: heavy sea; no particuiars. A later despatch says the vessel is the brig Omega, of
Sydney, CB, from Sagna bound to New York.

iara. A later despatch says the vessel is the brig Omega, of Sydney, CB, from Sagua bound to New York.

STEAMER FLORENCE, Essler, master, from Pilatka, was seized by the revenue cutter Nansemond, Collector Robb having received a telegraphic despatch from the Deputy Collector at Jacksonville that she had left that port without clearing. Captain Essler, who is one half owner, appeared before the Collector by Thos E Lloyd, counsel, Mears Hartridge and Chisolim representing Captain Smith, who was the former cantain. Essler, as owner, took possession of the boat at Pilatka, and made this port. Smith and others had been running her not in the interest of Essler, consequently this move has part. After obtainings a clearance at the Custom House a Sheriff's deputy was on board claiming possession of the sheriff's deputy to New York. When they started they had everything regular in the shape of a clearance now from the proper authority, and were going to their destination, New York.—Savannah Republican, May 4.

SHIF REYNARD, Arbecam, which arrived at Queenstown Elst uit, will proceed to Hamburg.

SCHR WASHINGTON, Freeman, of Fairhaven, 26 tons, new measurement, has been sold to James A Crighton, of Thomaston, Me. without whaling appurtenances or chronometer, to be employed in the freighting line between Thomaston and New York.

SCHR WILLIE SMITH, before reported missing, arrived at Portland 4th 1nst, atl asfe.

SCHE WILLIE SMITH, before reported missing, arrived at Portland 4th inst, all safe.

SCHR WILLE SNITH, Selecte reported missing, arrived at Portiand thin ts, all safe.

SCHR ALIDA, Knowles, at Dutch Island Harbor 4th, from Providence for New York, was incorrectly reported in New York papers as arrived at that port on the 28th of April.—Providence Journa, May 5. [The above remarks do not apply to the New York Herald, but to those papers which use the "Associated Press" abipping reports.]

LAUNCH OF A FINE SHIP.—The ship which has been building at Blanchard's yard, Yarmouth. Me, was launched 4th inst. She registers 1,594 tons burden, is built of white oak and hard pine, and has hard pine decks. Her main deck measures 22 [test and her beam 41 feet, and sie raies Al for nine years. The vessel will be towed to Portland 30th inst and her rigging completed there. All her standing rigging will be of wire. She is named C S Blanchard and is owned principally by her builders, S. C Blanchard, P G Blanchard and Nathaniel Blanchard.

Whalemen. With lease Bark Lancer, Macc, of NB, was at Albany, NB, March 2, with 800 bbis oil. Reports at do ship Gov Troup, Castino, NB, 1800 bbis oil; burks Swallow, Ryder, do, 600 do do; Mermaid, Moran, Westport, 450 do do. Spoken.

Spoken.

Bark Ophelia M Hume, Mitchell, from Baltimore for Mon-tevileo, April 2, las 24 18 N. 10n 45 55, Schr Henry Adelbert, Crowell, from Bristol, RI, for Sagua, April 22, last 29 56, 10n 70 54. Foreign Ports.

Antwerp, April 21—Arrived, Matchless, Dawes, Sar

Foreign Ports.

Antwerp, April 21—Arrived, Matchless, Dawes, San Prancisco.

Salied 22d, H A Routh, Kartin, New York; John C Chase, Davis, Co.

Balied 23d, H A Routh, Kartin, New York; John C Chase, Davis, Co.

Balied 23d, H A Routh, Kartin, New York; John C Chase, Davis, Co.

Balied 23d, H A Routh, Kartin, New York; John C Chase, Company of the Color, Remody, for do; Hare, Steriot, I Color, Kennedy, for do; Hare Horse, Hughes, for do; J K Lawrence, Torrey, For do; Hace Horse, Hughes, for do; C Charle Cobb, Kennedy, for do; Laura Pride (Br), Scopean, tor do; F J Harris, for do; Laura Pride (Br), Scopean, tor do; F J Harris, for do; Hannah Goomer, for do.

CAMBIFF, April 21—Salied, Heiress, Rea, New Orieans; 23d, File de Pair, Williams, Gaizeston.

ELBUTHERA, April 22—Salied, Heiress, Rea, New Orieans; Lawren, and M Bmith, all for New York; 1dg.

GLANGOW, April 22—Salied, Columbia (8), New York; Pacific, Foss, do.

LIVIEPOOL, April 22—Arrived, Bertha, Kroger, Pensacoia; 23d, Frank Flint, Smalley, Baster's Island; Parana, Sked, New Orieans; thefore reported arrived 10th.

Salied 21st, La Giolre, Rood, New York; 23d, Speranza (8), Neilsen, do; Cormorant, Collister, San Francisco; Fire Queen (8), Day, New Orieans; Chy of Limerick (8), Phillips, Hallifax and New York; 24th, Blackwall, Cole, Boston; Emily Augusts, Walters, Baitmore.

Cleard 23d, Grank Aqusts, Llewerts, Philadelphia.

Entered out 22d, Palmyra, Martin, Baitimore via Newport; Russla (8), Cook, New York; Thermuis, Beamer, Wimington.

LONDON, April 22—Arrived, Worcester (8), Whiting, Boston; Dauntless, Swansson, Baitmore; Constantine, Creevy, New York; 23d, Baction (8), Mowing, do.

Entered out 22d, Minnie, Hestel, for Boston.

MONTREAL, May 2-Arrived, Mip Occola (Br), Kerr, Liverpool; barks John Bull (Br), Harris, London; Meteor (Br), Jones, Pernamouco; 5th, ship Jona (Hr), Dow, Greenock.

NEWOARTLE, April 22—Cleared, M Bowker, Philadelphia; A Camples, Boston.

NEWPORT, April 21-Entered out, Princess Louise, Alexan-NEW PORT, April 22—Entered out, Princess Louiss, Alexander, New York.

FLYMOUTH, E., May 5—Arrived, steamship Westphalia, Schwennen, New York for Hamburg (and proceeded).

FONCE, FR, April 22—In port sehr Mary B Harris, Crowler, Grander, Serventer, Grander, G

ZIERIKZEE, April 21-Arrived, Julia, vou Loon, New York.

Philadelphia.

ZHERIKEE, April 21—Arrived, Julia, vou Loon, New York.

American Ports.

ALEXANDRIA, May 5—Arrived, schrs Onward, Windsor, NS; D M French, Boston.

Sailed—Schrs Maria Pierson, and wm Allen, Jersey City.

BOSTON, May 5—Arrived, schr Georgiana, Reed, Norfolk.

Cleared—Steamer William Lawrence, Hallett, Baltumore; abip Bunker Hill, Davia, Anjier and a market; schrs Keponset, Wiley, Eleuthers; J B Austin, Davis, Georgetown, DC; E Sinnickson, Winsmore, Baltimore.

6th—Arrived, steamers McClelian, Batimore; Arles, Philadelphia; ship Lottle Warren (Br., Lucas, Liverpool; barks Naples (Br.), Sinclair, Singapore; Bolivia, Marshall, Winnebah; Isabel (Br.), Moody, Buenos Ayres; Sarah, Atkins, Liverpool; Howland, Tucker, Surinam; Heilos (NG), Maihiested, Roiterdam; schr Wellington, Bangor for New York.

Below bark Geo B Covert (Br.), Bogart, from Cardiff.

FALTIMORE, May 5—Arrived, brigs Samuel Muir (Br.), Hiess, Demersra; H G Herry, Conklin, Cardenas; schrs Sparkling Wave (Br.), Hocken, Permanbuo; T S McLellan, Farr, New York.

Cleared—Brigs Acella Thurlow, White, Cardenas; Clara & Agnes (Br., Ganiow, St John's, PR; Haze, Hooper, Rey West; schrs Montana, Bearse, Salem; Mary E Omsden, Lavender, Boston.

Sailed Hh.—Schr Annie Holland; 5th, bark May Queen; West: schrs Montana, Bearse, Saleda,
Lavender, Hoston.
Salied Alb.—Schr Annie Holland; 5th, bark May Queen;
brigs James, Union T, Union; schr Harriet Baker.
6th—Arrived, steamer North American, Trocks, Liverpool
via Norfolk.
BUCKSPORT, May 1—Salied, schr Joseph G Stover (new),
Arey, New York.
BRISTOL, May 4—Arrived, schr Sarah Mills, Baker, Philadelphia. Sailed—Schr James Satteriawaite, Keiney, Georgetown, DC, BANGOR, May 4—Arrived, schra Montezuma, Bulger and Harriet Rand, Weckson, New York.
CHARLESTON, May 3—Arrived, bark Stella Maria (Fr), Garnier, Caliao; brig Panchita (gp), Calzaca. Cjenfuegos, Cleared—Schr John S Detwier, Grace, Fall River, Sthr—Sailed, steamship Champion, Lockwood, New York; schr N W Smith, Tooker, Sagua.
CALAIS, April 24—Arrived, schra William G Mowry, Eaton, New York. 28th, Com Kearney, Philiprook, New York. 28th, C Gleared 27th—Schra Kendrick Fish, Wail, New York. 28th, brig Anna D Torrey, Haskell, New York; schra Sanbeam, Galley, Ealtimore; G M Wentworth, Robbina, New York. DANYERS, May 4—Arrived, schr G w Kimball, Hall, New-Castle, Del. DANYERS, May 4—Arrived, schr G W Kimbail, Hall, New-castle, Del.
GLOUCESTER, May 5—Cleared, bark Maggie McNelli,
Smith, New Orleans.
FORTRESS MONROE, May 6—Arrived, revenue steamer
Rortherner, Chase, from a cruise; reports passed in for Haltimore bark Pasquailno, from Antwerp; brigs S W Hall, from
Sagua; Wolfrille, from Hayana, C S Packard, from Arecibo;
sechrs Untario, from Cardenas; Malito, from Martinique; Willie Loquille, from Porto Rico.
KEY WEST, April 25—Arrived, schrs Josephine, Dayton,
Hayana (and sailed 27th for Fall River); 22th, Edna Harwood, Clark, Baltimore; bark Dobson, from London.
Sailed 26th, schrs Tampico, Lombard, Pensacola; 27th,
Harriet Marís, Lowe, Bellize; 28th, Jasper (Br., Carev. Belize, Hon.
May 5—Arrived, steamship Clyde, Kennedy, New York May 5 Arrived, steamship Clyde, Kennedy, New York (and left 6th for Galveston).

MOREHEAD CITY, May 2—Sailed, brigs Mary Celeste,
Fowler, and Heraid, Hanson. Cuba; schr J J Spencer, Rich-Fowler, and Heraid, Hanson. Cuba; schr JJ Spencer, Richardson, do.
MILLBEIDGE, Me, April 30—Sailed, schr Alaska, Strout,

New York.

May 5—Salled, hrig J Leighton, Leighton, New York.

NEW ORLEANS, May 5—Sailed, sucamanip Victor, Gates,
Havana and New York.

NORFOLK, May 4—Arrived, achr Adele Trudell, Hess, NORFOLK, May 4—Arrived, achr Adele Trudell, Hess, Boston.

Salied—Bark Eliza & Maria (Br.), Pallok, Richmond, In tow, to load for Rio Janeiro; brig Village Beile (Br.), Fancion, flarhados, having repaired.

NEW REDPORD, May 5—Salied, schrs Young Teaser, Siccum, Georgetown, DC; S Smith, Snow, and William H DeWitt, Parker, New York.

NEW LONDON, May 4—Arrived, schr Maianzas, Coombs, New York for Boston.

NARRAGANSETT, RI, May 4—At Dutch Island harbor, brig Jane (Br.), from Port au Prince for Hoston: schrs Ann Eliza, Caswell, and Eliza Pharo, Sherman, Wickford for New York; Alida, Knowies, Providence for do.

NEW PORT, May 4, PM—Arrived, schrs Emma, White, New York for Taunton; R L Tay, Brown, Pawtucket for Georgetown, DC; J S Terry, Raynor, do for do; Oscar F Hawiey, Bayles, do for do; Fanny Harney, Johnson, do for New York of Calais; Ellen Perkins, Kelley, and Susan & Mary, Kenyon, Providence for New York; Damon, Johnson, do for do; Oscar P HILADELIPHIA, May 5—Arrived, steamship Saxon, Boggs, PHILADELIPHIA, May 5—Arrived, steamship Saxon, Boggs, do for a case of the control of the

Portland. Cleared, bark Glenalladale (Br), Goirlor, Pictou, NS; schr Lizzie Carr, Glichrist, Boston. 6th—Below, bark Parthian, from Sagna, LEWES, May 5, 420 PM—Ship Research went to sea this LEWES, May 5, 4:30 PM—Ship Research went to sea this PM.
LEWES, Del—At the breakwater 5th, schr Gen Harris, from Roanoke river, for orders.
Went to sea 5th, barks Xenia, for Bremen; Ann Elizabeth, for Cardenas; Victor, for Borgo; Casiida, for Trinidad; Elliott Ritcher, for Harana; hrigs Julia T Carney, for Matanzas; P Stewart, for Sagua; Shamrock, for New York.
PORTLAND, May 9.—Arrived, schr Abbie Willard, Gulliver, Georgetown, SC, for Wiscasset.
Cleared—Schr Mahaska, Banker, New York.
PLYMOUTH, May 2.—Arrived, schr Mary E Coyen, Bridgetown, NJ.

PLYMOUTH, May 1—Arrived, schr Mary E Coyen, Bridgetown, NJ.
PORTSMOUTH, May 4—Arrived, brig Hannah G, Smith,
Ardrossan.
PROVIDENCE, May 5—Salled, schrs Wm F Phelps, Cranmer, Georgetown, DC; Sea Nymph, Conley, Baltimore;
Chronometer, Ferguson, New York; aloop Fred Brown, Gill,
Cataktil, NY.
RICHMOND, May 4—Arrived, steamships Isaac Bell,
Blakeman, and Wm P Clyde, Parker, New York; barg Eliza
4 Maria (Br), Pallot, Norfolk.
SAN PRANCISCO, April 29—Cleared, bark N Thayer,
Crosby, Mollendo (Peru).
May 5—Arrivet, bark Romeo (Br, Thomas, Hong Kong.

SAN FRANCISCO, April 28—Cleared, bark N Thayer, Crosby, Moliendo (Peru).

May 5—Arrived, bark Romeo (Br., Thomas, Hong Kong. 6th—Arrived, ship Arkwright, Caulkins, New York.

Salted—Steamship Nevada, Blethen, Auckland, NZ.
SAVANNAH, May 5—Arrived, at 7 PM, steamship Leo, Dearborn, New York.

3d—Cleared, steamer Florence, Esler, New York.

Salted—Ship Laurens, Call, Hamburg.

6th—Cleared, steamships San Salvador, and Montgomery.

New York. Dearborn, New York.

3d—Cleared, steamer Florence, Esler, New York.

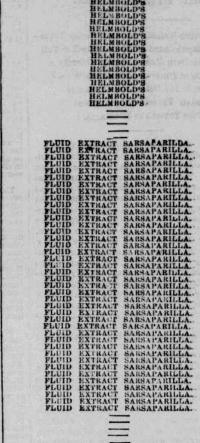
Salied—Ship Laurens, Clei, Hamburg.
6th—Cleared, steam-thips San Salvador, and Montgomery.
New York.

New York.

I am 'acquainted with Mr. H. T. Heinnold; he occupied the drug store opposite my residence, and was successful in SALEM, May 4—Arrived, schr Flora A Newcomp, Hard-

SALEM, May 4—Arrived, schr Flora A Newcomb, Harding, James River,
VINEYARD HAVEN, May 8, PM—Arrived, schrs War
Steed, Phinney, Malden, NY, Tor Boston; Elvira, Babeock,
New York for Sacchias,
4th—Arrived, schrs Aelia (Br.), Kingster, St John, NB, for
New York; Susanna, Hall, Spruce Head for do; Geean Belle,
Bearse, Vinalharen for do; Alasko, Strout, Cherryfield for
do; Wm Butman, Smart, Bangor for do; Florida, Woodman;
Empress, Kennedy, and Oregon, Pikkham, Rockland for
New York; Wm Rice, Pressey, do for do; Alice C Fox, Adams, Tangier for Portland.
Bih, A N-No arrived, May 4—Arrived, schrs John A Griffin,
Foster, and Alloona, Pitzgerald, New York; Lotte Beard,
Perry, Boston.
Cleared—Bark Odin (NG), Otto, Glasgow; schr Monadnock, Hammond, Boston.
WARREN, May 4—Salled, schr Evergreen, Bunce, New
York.

MISCELLANEOUS. HELMBOLD'S



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HELMBOLD'S FLUID EXTRACT SARSAPARILLA
CURS all cruntions of the skin.
HELMBOLD'S FLUID EXTRACT SARSAPARILLA
CURS the worst form of plood diseases.
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cuters heavily into the circulation of the blood.
HELMBOLD'S FLUID EXTRACT SARSAPARILLA
beautiles the complexion.

HELMBOLD'S FLUID EXTRACT SARSAPARILLA beautilies the complexion.

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A plearant, safe and agreeable catharite.

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used in all affections where a purgative medicine is need the Limbold's CATAWBA GRAPE PILLS, harmiess to a child, and taken by children. HELMBOLD'S CATAWBA GRAPE PILLS appeased Magnesia, Salis and every other Purgative. HELMBOLD'S CATAWBA GRAPE PILLS certain in effect and pleasant in operation, HELMBOLD'S CATAWBA GRAPE PILL in the Company of the Com

certain in effect and pleasant in operation.

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Extract Ritinary.

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not excepting a single herb, root, plant or scientific preparation.

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